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- (c) Potential threats or significant security concerns encompass incidents, suspicious activities, and threat information including, but not limited to, the following:
- (1) Interference with the train or transit vehicle crew.
- (2) Bomb threats, specific and non-specific.
- (3) Reports or discovery of suspicious items that result in the disruption of rail operations.
- (4) Suspicious activity occurring onboard a train or transit vehicle or inside the facility of a passenger railroad carrier or rail transit system that results in a disruption of rail operations.
- (5) Suspicious activity observed at or around rail cars or transit vehicles, facilities, or infrastructure used in the operation of the passenger railroad carrier or rail transit system.
- (6) Discharge, discovery, or seizure of a firearm or other deadly weapon on a train or transit vehicle or in a station, terminal, facility, or storage yard, or other location used in the operation of the passenger railroad carrier or rail transit system.
- (7) Indications of tampering with passenger rail cars or rail transit vehicles.
- (8) Information relating to the possible surveillance of a passenger train or rail transit vehicle or facility, storage yard, or other location used in the operation of the passenger railroad carrier or rail transit system.

- (9) Correspondence received by the passenger railroad carrier or rail transit system indicating a potential threat to rail transportation.
- (10) Other incidents involving breaches of the security of the passenger railroad carrier or the rail transit system operations or facilities.
- (d) Information reported should include, as available and applicable:
- (1) The name of the passenger railroad carrier or rail transit system and contact information, including a telephone number or e-mail address.
- (2) The affected station, terminal, or other facility.
- (3) Identifying information on the affected passenger train or rail transit vehicle including number, train or transit line, and route, as applicable.
- (4) Origination and termination locations for the affected passenger train or rail transit vehicle, including departure and destination city and the rail or transit line and route.
- (5) Current location of the affected passenger train or rail transit vehicle.
- (6) Description of the threat, incident, or activity.
- (7) The names and other available biographical data of individuals involved in the threat, incident, or activity.
- (8) The source of any threat information.

[73 FR 72173, Nov. 26, 2008, as amended at 74 FR 23657, May 20, 2009]

APPENDIX A TO PART 1580—HIGH THREAT URBAN AREAS (HTUAS)

State	Candidate urban area	Geographic area captured in the data count	Previously des- ignated urban areas included
AZ	Phoenix Area*	Chandler, Gilbert, Glendale, Mesa, Peoria, Phoenix, Scottsdale, Tempe, and a 10-mile buffer extending from the border of the combined area.	Phoenix, AZ.
CA	Anaheim/Santa Ana Area.	Anaheim, Costa Mesa, Garden Grove, Fullerton, Huntington Beach, Irvine, Orange, Santa Ana, and a 10-mile buffer extending from the border of the combined area.	Anaheim, CA; Santa Ana, CA.
	Bay Area	Berkeley, Daly City, Fremont, Hayward, Oakland, Palo Alto, Richmond, San Francisco, San Jose, Santa Clara, Sunnyvale, Vallejo, and a 10-mile buffer extending from the border of the combined area.	San Francisco, CA; San Jose, CA; Oakland, CA.
	Los Angeles/Long Beach Area.	Burbank, Glendale, Inglewood, Long Beach, Los Angeles, Pasadena, Santa Monica, Santa Clarita, Torrance, Simi Valley, Thousand Oaks, and a 10- mile buffer extending from the border of the combined area.	Los Angeles, CA; Long Beach, CA.
	Sacramento Area*	Elk Grove, Sacramento, and a 10-mile buffer extending from the border of the combined area.	Sacramento, CA.
	San Diego Area*	Chula Vista, Escondido, and San Diego, and a 10-mile buffer extending from the border of the combined area.	San Diego, CA.
CO	Denver Area	Arvada, Aurora, Denver, Lakewood, Westminster, Thornton, and a 10-mile buffer extending from the border of the combined area.	Denver, CO.
DC	National Capital Region.	National Capital Region and a 10-mile buffer extending from the border of the combined area.	National Capital Region, DC.

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State Candidate urban area Geographic area captured in the data count ignated urban areas included FL Fort Lauderdale Area. Jacksonville Area Jacksonville and a 10-mile buffer extending from the city border Jacksonville Area Jacksonville and a 10-mile buffer extending from the border of the combined area. Jacksonville and a 10-mile buffer extending from the border of the combined area. Clearabate Area Altanta and a 10-mile buffer extending from the border of the combined area. Jacksonville and a 10-mile buffer extending from the border of the combined area. Clearabate Area Altanta and a 10-mile buffer extending from the city border Altanta GA. Honolulu Area Louisville Area Louisville Area Louisville Area Louisville and a 10-mile buffer extending from the city border Indianapolis, IN. Louisville, KY. Louisville, Area Louisville and a 10-mile buffer extending from the border of the combined area. Beston Area Beston Rouge and a 10-mile buffer extending from the border of the combined area. Beston Area Beston Rouge and a 10-mile buffer extending from the border of the combined area. Beston Area Be				
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	WI	Milwaukee Area	Milwaukee and a 10-mile buffer extending from the city border	Milwaukee, WI.

^{*}FY05 Urban Areas eligible for sustainment funding through the FY06 Urban Areas Security Initiative (UASI) program; any Urban Area not identified as eligible through the risk analysis process for two consecutive years will not be eligible for continued funding under the UASI program.